

EXHIBIT II

STATE PLANNING CERTIFICATION ON THE FSTIP

PART I OF THE STATEWIDE PLANNING SELF CERTIFICATION

Planning and Programming Overview

In California, the state and federal requirements for transportation planning and programming have been integrated as a continuing, cooperative and comprehensive sequence, which provides for consideration of all modes of transportation, to achieve a balanced transportation system.

Planning and programming in all fifty-eight counties is a joint endeavor of the state's Department of Transportation (Department), local transportation planning entities and providers, local elected officials, Tribal governments, and members of the public. Under Title 3, Division 3, Chapter 2, Article II, Section 29032 of the California Government Code, each county is part of a Regional Transportation Planning Agency (RTPA), which performs most of the same duties as a Metropolitan Planning Organization (MPO). There are eighteen MPOs in the state, sixteen of which are also RTPAs. There are twenty-one non-MPO rural RTPAs whose county and RTPA boundaries are the same. Four MPOs have multi-county boundaries.

Whether an RTPA, an MPO or a combination RTPA-MPO, each regional agency annually adopts an Overall Work Program (OWP) which is a comprehensive listing of, and budget for, all transportation planning activities in the region. These activities support, develop and implement the Regional Transportation Plan (RTP), which is the basis for each RTPA's/MPO's Regional Transportation Improvement Program (RTIP) and each MPO's Federal Transportation Improvement Program (FTIP).

In addition to the individual regional RTPs, the key planning building blocks for the Federal Statewide Transportation Improvement Program (FSTIP) are the Department's ten-year State Highway Operation and Protection Plan (SHOPP), Interregional Transportation Strategic Plan (ITSP), and District System Management Plans (DSMPs), as well as the state's California Transportation Plan (CTP).

The key programming building blocks for the FSTIP are the FTIPs in MPO regions, the RTIPs, the Interregional Transportation Improvement Program (ITIP) and the SHOPP in the rural non-MPO regions.

The FTIPs include federally funded projects such as National Highway System (NHS), Surface Transportation Program (STP), Interstate Maintenance (IM), Congestion Mitigation and Air Quality (CMAQ) program, Transportation Enhancement Activities (TEA), federal lands highways, trails, pedestrian walkways, bicycle facilities and Indian Reservation Roads. Additionally, any project that is deemed regionally significant, regardless if it is federally funded or not, must be included in the FTIP.

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The FSTIP is a compilation of the MPOs' FTIPs, and the Department's ITIP and SHOPP, plus projects in rural areas not included in any MPO's FTIP. Among this last group, for example, are Indian Reservation Roads, Parkway and Park Roads, and Public Lands Highway program projects.

The selection of projects in the FSTIP involves local and regional agencies, elected officials, state agencies, Tribal governments, and public participation at both planning and programming stages.

Consultation and Public Involvement

Senate Bill 45 (Chapter 622, Statutes 1997, Kopp) revised transportation funding in California by placing greater emphasis on regional decision-making. RTPAs are responsible for programming 75% of California's State Transportation Improvement Program (STIP) funds, and the Department programs the remaining 25% for interregional projects. Although the funding sources are separated, decisions are being made collaboratively and projects are often funded with a regional/interregional improvement program combination.

The entire transportation planning process is accomplished through regularly scheduled technical, policy, and community advisory committees, commission meetings, public hearings, workshops, and open houses, as well as other outreach efforts. Regardless of funding source, projects are included in the regional RTPs, which are developed by consulting with Tribal governments, and significant public participation.

Each year, the Department participates in the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Annual MPO Meetings. Discussion of public involvement plans, programs, consulting with Tribal governments, and evaluation of public participation is a component of these meetings. Although there are not similar formal annual meetings with non-MPO RTPAs, these agencies also prepare and implement consultation with Tribal governments and public involvement plans and programs. Additionally, through the transit Unmet Needs hearing process, all regional agencies meet with members of the community and with representatives of special needs communities to focus on transit improvements, which are reasonable to meet. This is a requirement of California's Transportation Development Act, funded from the Public Transportation Account.

Tribal Governments

Federal statute and regulation (Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), provides statutory guidance relative to the planning and programming requirements. Section 135, Statewide Planning, includes numerous references to a state's requirement to include Tribal Governments in

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transportation planning and programming. Paragraph (d), Additional Requirements, "Each State in carrying out planning under this section shall, at a minimum, consider the following: The concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State." Paragraph (e), Long-Range Plan, "The State shall develop a long-range transportation plan for all areas of the State. With respect to areas of the State under the jurisdiction of an Indian tribal government, the plan shall be developed in cooperation with such government and the Secretary of the Interior."

In accordance with federal and state statutes and regulations, the Department has taken the following measures to improve consultation, coordination and inclusion of Tribal concerns have been included in the appropriate planning and programming documents:

- Created the Native American Liaisons Branch and District Native American Liaison positions to act as liaisons between federal, state, local agencies and Tribal Governments.
- Created the Director's Native American Advisory Committee (Committee), which is comprised of duly nominated and selected members of Federally recognized Tribes, as well as Indian organizations. The Committee makes recommendations and provides advice to the Director regarding matters of interest or concern to Tribes and their constituents.
- Implementation of Director's Policy Number 19, "Working with Native American Communities," establishing and promoting the government-to-government relationship with Tribal Governments, as well as acknowledging the Native American communities.
- Development of the "Transportation Guide for Native Americans" for the purpose of assisting and outreach to the Tribal Governments and other Native Americans to understand how the Department and local governments address transportation issues. This publication also serves as a guide to the Department and MPOs/RTPAs regarding the governance of Tribes.
- The review of 44 Overall Work Plans (OWP) and Regional Transportation Plans (RTP) to improve Tribal government consultation and Native American participation.
- Conducted a Tribal Transportation Academy to provide instruction and information on the State's transportation processes. This training is designed to provide information to Tribes, so they can understand how they can participate in these processes.

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- The Native American Advisory Committee selected a member to advise the Department staff on consultation processes for the California Transportation Plan (CTP) (see Tribal involvement described below under the CTP.)
- The Department provides grant programs, which Tribal governments have participated. These projects have provided the Tribes with more resources to do transportation planning.
- The Department is partnering with the Tribes to develop Tribal Transportation Needs Assessments, which can be used to articulate the Tribe's transportation needs for inclusion in State planning and programming documents.
- The Department partnered with the Bureau of Indian Affairs (BIA) and 77 Tribal governments in a project to collect data on the miles and condition of the roads and bridges that serve Tribal Reservations/Rancherias. This information is valuable to the parties because it is a tool to assist in the planning and programming of projects that benefit Tribal communities.

California Transportation Plan

The California Transportation Plan (CTP) fulfills federal (Title 23, USC, Section 135 and 23 CFR Section 450.214) and state (Government Code Section 65070 et seq.) requirements for the preparation of a statewide transportation plan that provides for the mobility and accessibility of people, goods, services and information throughout the state within a continuous planning process.

The CTP is a long-range transportation policy plan that provides a common framework to guide decisions and investments by all levels of government and the private sector on the state's multimodal transportation system. It provides a vision for California's future transportation system and defines goals, policies, and a menu of strategies to achieve the vision.

As part of a continuing, cooperative, and comprehensive statewide planning process, the CTP is developed in cooperation with the state's RTPAs, in consultation with affected local transportation officials, Tribal Governments and other interested parties, and through broad public involvement.

The CTP is an important decision tool that links State and regional transportation plans. The CTP is influenced by the regional planning process and provides broad strategic guidance for developing future regional transportation plans (RTPs). As defined by State statute, the CTP is a policy plan and is not project specific.

California Transportation Plan 2025

In June of 2006, the California Transportation Plan 2025 (CTP 2025) became the state's official long-range transportation plan. The CTP 2025 vision is one of a fully integrated, multimodal, sustainable transportation system that supports the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity.

The CTP 2025 envisions a balanced system that provides choices for improving mobility and advocates more closely linking transportation and land use decision-making. The CTP is a transportation plan for all of California and considers the movement of people, goods, services and information by all modes of transportation, including roadways, public transit, passenger and freight rail services, bicycle and pedestrian facilities, air and seaports, ferry services, and electronic communications.

The CTP 2025 informed the development of and provides the context, policy framework, and additional strategies for the state's Go California transportation initiative. This initiative has been incorporated into the Strategic Growth Plan – a broader level plan for improving key infrastructure across California. Combined, the CTP and the Strategic Growth Plan provide both a policy and implementing action element for the statewide transportation plan.

CTP 2030 Addendum - SAFETEA-LU Update

The CTP 2025 has been updated by an addendum for SAFETEA-LU compliance. A major focus of SAFETEA-LU and of the CTP 2030 Addendum is the linking of transportation planning with natural resource and environmental planning to promote early consultation. This consultation includes the comparison of transportation plans, maps and data with those of federal, State, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The goal of this early consultation is transportation plans, and ultimately projects, that preserve and enhance California's valuable natural and environmental resources.

CTP 2035 and the Public Participation Plan

An additional requirement under SAFETEA-LU was the development of a statewide process for public engagement of the statewide plan. The Public Participation Plan (PPP), adopted July 1, 2008, documents the process that will be used to guide public engagement in the development of the current update to the CTP. Public input on the CTP influences long-range transportation planning policy and, ultimately, the investments made in California's transportation system.

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The current California Transportation Plan, the CTP 2030, is currently being updated for a 2035 planning horizon. This update will focus on updating the vision and policy framework of the 2030 plan to meet new trends and challenges, such as climate change. In addition, the CTP 2035 will build on the foundation laid out in CTP 2030 to better integrate transportation planning with environmental and natural resource planning. The CTP 2035 update also will mainstream the consideration of active modes by fully integrating bicycling into the State's long-range transportation plan.

PART II OF THE STATEWIDE PLANNING CERTIFICATION

The Division of Transportation Planning (DOTP) administers the Metropolitan Planning (PL) funds and State Planning and Research (SP&R) funds for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Although combined into the Consolidated Planning Grant, the metropolitan planning component of these funds is annually sub-allocated to the eighteen Metropolitan Planning Organizations (MPOs) based on a formula agreed-to among California Department of Transportation (Department), the MPOs and FHWA/FTA. The state planning and research component is awarded to successful applicants annually through a Request for Proposal (RFP) procedure.

Compliance with Title VI is accomplished via self-certification. All MPOs include the FHWA/FTA self-certifications as part of their annual overall work program and all non-MPO grant awardees are required to provide certifications as a condition precedent to receiving any federal state planning and research grant funds. Any sub-recipient is also bound by these certifications. Certifications are signed by either the Chair of MPO Board of Directors or by the executive director if designated by the Board. The Department's District Director in whose area the recipient is located also signs them.

The Department attends all FHWA/FTA Annual MPO Meetings, as well as the triennial certification reviews of those MPOs that are transportation management agencies. This is augmented through Division of Local Assistance's reviews of local agencies, with participation by the Department's Title VI Program.

Title VI and Environmental Justice

The Department established a statewide Environmental Justice Program within the Planning Program to research, promote and assist the integration of Environmental Justice (EJ) in transportation planning and programming activities. In November 2001, the Department published Director's Policy No. 21 on *EJ*, and Deputy Directive No. 63 on *EJ and Civil Rights in Transportation Decision Making* to integrate EJ into transportation plans, programs and activities. In January 2003, the Department released the "Desk Guide: Environmental Justice in Transportation Planning and Investments", a desk reference for planners and community organizations. Recently, the Department completed the "Community Primer on Environmental Justice and Transportation Planning". This document provides a useful and convenient roadmap for community groups and associations and Native American Tribal Governments to get involved in the transportation planning and decision-making process.

Additionally, the Department administers a three million dollar EJ Grant Program to provide direct financial assistance to communities, local government, regional agencies, Community Based Organizations (CBO), and Tribal governments to enhance public participation in transportation investment decisions and improve services in under-served communities.

California Transportation Plan Public Participation Program

In July 2008, the Department adopted a Public Participation Plan (PPP) to support the development of the California Transportation Plan (CTP) and the FSTIP, as part of the statewide planning process. The PPP was developed through input gathered at stakeholder interviews, focus groups, and a broad-based survey.

A draft PPP was circulated for review, and comments received influenced the final document. The adopted PPP provides for early and continuing public involvement and enhanced efforts to reach traditionally underserved groups. The PPP will guide the public outreach efforts during development of the current CTP.

The PPP emphasizes engaging traditionally underserved groups by providing meaningful public involvement opportunities to minority and low-income populations. Some of the public outreach strategies that will be used include actively engaging minority and low-income populations at community gathering places, advertising in ethnic media, providing outreach materials at transit facilities, and communicating through trusted community leaders. Public outreach efforts will strive to clearly show how the CTP is relevant to minorities and low-income populations.

During CTP outreach activities, on an as-needed basis, we will provide language assistance to participants whose first language is other than English, provide documents in alternate formats to those with sensory disabilities, and provide disability assistance at workshops. We will also aim to make workshops and focus groups as open to as many people as possible by choosing easily accessible locations and accommodating nontraditional work schedules.

Planning Public Participation Contract

The Department initiated a two-year service contract to provide professional assistance in public participation and Indian Tribal Government consultation. The \$2.5 million contract will assist the Department in complying with Title VI, EJ, and Limited English Proficiency requirements. The consultant is encouraged to subcontract with community based, nonprofit, grass roots and advocacy organizations with interests in traditionally under-represented groups and Indian Tribal Governments. The consultant will promote public awareness of outreach events, facilitate meetings, provide technical assistance and interpretive services, and document the results of public participation efforts.

PART III OF THE STATEWIDE PLANNING SELF-CERTIFICATION

Disadvantaged Business Enterprise Program

The California Department of Transportation (Department) receives federal financial assistance from the United States Department of Transportation (U.S. DOT). As required by federal law, the Department implements a Disadvantaged Business Enterprise (DBE) Program in accordance with the applicable requirements of 49 Code of Federal Regulations (CFR), Part 26. The FFY 2007/08 DBE Program Plan has been submitted to the Federal Highway Administration (FHWA).

The current DBE goal is 10.5%, utilizing race neutral measures, for projects funded through FHWA, and 4% for those funded through the Federal Transit Administration (FTA). The Department has signed assurances that require outreach to DBEs on FHWA and FTA funded projects as a condition of continued eligibility for federal financial assistance.

The Department has a Memorandum of Agreement establishing a Unified Certification Program (UCP) among all U.S. DOT recipients in California, as mandated by 49 CFR, Part 26. The purpose of the UCP is to have a single DBE certification process for all U.S. DOT federal assisted contracts and to lessen the burden of paperwork and time from firms seeking DBE certification from multiple agencies. The MOA was effective January 1, 2002 and approved March 13, 2002.

PART IV OF THE STATEWIDE PLANNING CERTIFICATION

ADA and Accessibility

The Americans with Disabilities Act (ADA) of 1990 mandates equal opportunity for, and prohibits discrimination against, individuals with disabilities. In particular, Title II of the ADA and Section 504 of the Rehabilitation Act of 1973 require State, local and regional agencies to provide transportation programs, services and activities that are accessible to all individuals. Title II of the ADA also requires the Department to prepare, maintain and periodically update the Transition Plan that outlines methods, responsible individuals, and schedule of work needed to eliminate conditions that limit or prevent access and movement by disabled persons within the public right of way and buildings.

The Transition Plan reflects the findings of a statewide “Self-Assessment” of sidewalks and other highway features used by pedestrians. Caltrans is currently updating the Transition Plan which is expected to be completed by December 2009. Specific elements of the new Transition Plan will be implemented as soon as possible to accelerate compliance work on highway facilities. In addition to the ADA elements contained in construction projects, the Department will:

- Increase its level of investment on the ADA compliance efforts to at least \$10 million annually to ensure that design and construction of the approximately 10,000 new curb ramps will be substantially complete by the end of 2013.
- Retrofit approximately 50,000 existing curb ramps (due to recent changes in design requirements).
- Reconstruct a considerable percentage of the approximately 2,500 miles of sidewalks within the Department jurisdiction.
- Reconstruct pavement at pedestrian highway crossings (crosswalks) for a considerable percentage of the approximately 15, 000 State highway intersections throughout the State. This also includes the retrofit of traffic signals to provide audible crossing indications for the visually impaired.

At the same time, the Department will continue to enhance its public complaint process to more quickly resolve accessibility problems when received.

The overall cost of ADA compliance work within State highway rights-of-way is expected to exceed \$2 billion. The overall compliance work will be more fully defined in the Transition Plan.

These efforts demonstrate the Departments commitment and willingness to address ADA’s evolving requirements for facilities within the State highway rights-of-way.

PART V OF THE STATEWIDE PLANNING SELF-CERTIFICATION

Federal Clean Air Act (FCAA) 176(c), 176(d) - State Implementation Plan (SIP) Conformity

Nonattainment/Maintenance Areas in the State

All Metropolitan Planning Organizations (MPOs) in the state contain areas that are nonattainment or attainment-maintenance for one or more federal air quality standards, and currently perform conformity analysis, except for the following: Shasta, Monterey Bay (AMBAG), San Luis Obispo, and Santa Barbara. Non-MPO areas that are nonattainment or attainment-maintenance for federal air quality standards, and are subject to conformity requirements as of September 1, 2006, include portions of Mono and Inyo Counties (small PM10 areas); and the western portion of Nevada County, Amador County, Calaveras County, Tuolumne County, and Mariposa County (ozone).

The following changes occurred in nonattainment designations in the past two years:

- The following areas were redesignated or reclassified in the last two years, or have redesignation/reclassification actions pending based on SIP submittal or other reasons:
 - San Joaquin Valley: reclassified from Serious to Severe (ozone), with request for Extreme classification pending
 - Imperial County: reclassified from Moderate to Serious (PM10) and Marginal to Moderate (ozone)
 - South Coast: redesignated from Nonattainment-Serious to Attainment-Maintenance (CO); reclassification from Severe to Extreme (ozone) pending
 - Ventura County: reclassified from Moderate to Serious (ozone)
 - Mojave Desert & Antelope Valley: reclassification from Moderate to Serious (ozone) pending
 - Coachella Valley: reclassification from Serious to Severe (ozone) pending
 - Sacramento Metro Area: reclassification from Serious to Severe (ozone) pending
 - San Diego: Redesignation from Nonattainment-Basic (Subpart 1) to Attainment-Maintenance pending
 - All other “Subpart 1” ozone areas (Butte, Nevada, Amador, Calaveras, Tuolumne, Mariposa, Eastern Kern Counties, and Sutter Buttes) pending redesignation and classification under “Subpart 2” based on EPA settlement of Clean Air Act lawsuit.
- PM2.5 area designations became effective for conformity purposes on April 5, 2006. The San Joaquin Valley and the South Coast areas were designated nonattainment

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for the PM2.5 standard. Regional conformity determinations in both areas were done by the April 5, 2006 deadline.

- Areas within California that are currently designated attainment with a Maintenance SIP include: South Coast air basin (NO₂); Indian Wells Valley (PM₁₀); and all Carbon Monoxide (CO) areas in the state.
- U.S. EPA revised the conformity rules in 2006 to specify a new method for PM₁₀ and PM_{2.5} hot spot analysis. Regional Interagency Consultation concurrence is required for project-level conformity hot spot analyses. SCAG, San Joaquin Valley MPOs, and Sacramento now routinely deal with project-level hot spot reviews.
- U.S. EPA revised the conformity rules in 2008 to comply with changes made by SAFETEA-LU, and to redefine the process for substitution of Transportation Control Measures. The changes had little direct affect on normal conformity activities.
- U.S. EPA revised and made substantially more stringent the PM_{2.5} (in 2006) and ozone (in 2008) standards. New nonattainment area designations are expected in 2009 (PM_{2.5}) and 2011 (ozone). Conformity requirements will apply in the new nonattainment areas 1 year later, and in areas where conformity requirements previously applied for older versions of the standards new regional conformity determinations addressing the new standards must be done within 2 years after designations are done. New SIPs with emission budgets will be required around 2011 (PM_{2.5}) and 2013 (ozone). The California Air Resources Board filed its recommendations for revised PM_{2.5} nonattainment areas in 2007 as required, adding the San Francisco Bay Area, Sacramento area, and several urbanized area. Conformity and programming impacts of the new standards are still speculative.

The attached map shows areas subject to Transportation Conformity requirements in California, with MPO areas indicated where applicable.

Current status of MPO conformity determinations and processes

MPOs in California prepare and complete conformity determinations as provided in 40 CFR 93. The Federal Statewide Transportation Improvement Program (FSTIP) relies on and incorporates by reference the MPOs' conformity determinations for the applicable portions of the FSTIP.

MPO Areas

No new MPO areas were designated between 2004 and 2006.

All MPO areas have valid conformity determinations and processes as of September 1, 2008.

All MPO conformity determinations completed in Northern California in 2007 or 2008 were based on previous emission analyses or used EMFAC 2002 for the last time. None

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of these MPOs currently has emission budgets available that are based on EMFAC 2007 (the current version). All of these MPOs (except Tahoe, which only needs to address CO) are therefore in a “lockdown” situation where regionally significant project changes cannot be done until new emission budgets (from various SIP revisions) become available. MPOs affected are: Butte, SACOG, MTC, San Joaquin Valley MPOs. San Joaquin Valley MPOs are also subject to additional interagency coordination and approval requirements for RTP and conformity –related program amendments due to lack of EPA-approved or adequate PM2.5 emission budgets.

All MPO conformity determinations completed in Southern California in 2007 or 2008 used emission budgets based on EMFAC 2007, the current version. U.S. EPA found emission budgets for all of these areas, except Imperial County and Mojave Desert/Antelope Valley, adequate in early 2008. These areas therefore do not currently have limitations on carrying out new regional conformity analyses for major portions of their planning areas. MPOs affected are: SCAG, SANDAG.

Rural (non-MPO) nonattainment areas under state jurisdiction for conformity purposes

"Isolated Rural" areas are rural (non-MPO) areas that are subject to conformity requirements, where there is no MPO within the nonattainment area. Projects in such areas, that are not exempt from conformity requirements, are considered "projects not from a conforming plan and program" under 40 CFR 93. Regional conformity analysis and interagency consultation is carried out and documented, as needed, through the National Environmental Policy Act (NEPA) documents prepared for such projects.

“Donut” areas are rural (non-MPO) areas that are subject to conformity requirements, and are in the same nonattainment area as an MPO. The adjacent MPO makes a conformity determination for the “donut” area.

Rural areas within the same nonattainment area as an MPO ("donut" areas)

None

Rural areas that do not have an MPO within the same nonattainment area ("isolated rural" areas).

Mono and Inyo Counties

Portions of each county are nonattainment for PM10. A total of four nonattainment areas are involved. The Mammoth Lakes SIP includes several emission control measures related to transportation operations and land use, but

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does not identify either Transportation Control Measures or mobile source emission budgets. There have been and continue to be very few regionally significant or capacity-increasing highway projects in the PM10 nonattainment areas within these remote counties. Conformity analysis is done at the project level.

Western Nevada County

The western portion of the county (not including the Truckee area east of the Sierra Nevada mountain range crest) is nonattainment for eight-hour ozone. Caltrans District 3, the regional transportation planning agency (Nevada County Transportation Commission), and the air quality management district (Northern Sierra AQMD) cooperatively perform regional conformity analysis for non-exempt, regionally significant projects

Central Mountain Counties

This nonattainment area contains the non-MPO counties of Amador and Calaveras. These counties, along with Alpine County, have traditionally coordinated transportation planning activities. The two-county area is nonattainment for eight-hour ozone. Caltrans District 10, the transportation planning agencies for the two counties, and the air pollution control districts for the two counties, cooperatively perform regional conformity analysis for non-exempt, regionally significant projects.

Southern Mountain Counties

This nonattainment area contains the non-MPO counties of Tuolumne and Mariposa. These counties include most of Yosemite National Park, which is an active participant in the regional conformity consultation process along with Caltrans, the transportation planning agencies of the two counties, and the air pollution control districts of the two counties.

Pending Nonattainment Area Designations

As of July 2008: ARB has recommended PM2.5 nonattainment designation for: the following additional areas, based on the 2006 revision of the PM2.5 standard. South Coast Air Basin and San Joaquin Valley will remain nonattainment for PM2.5.

- Sacramento County
- San Francisco Bay Area
- Chico Urbanized Area
- Marysville-Yuba City Urbanized Area
- Calexico Urbanized Area

State resources dedicated to air quality and conformity analysis

The State is directly involved in regional conformity analysis in the non-MPO “isolated rural” areas, especially the ozone areas. The state is heavily involved with Interagency Consultation in both the conformity and the air quality planning processes. Nine full-time staff positions in Districts central to major nonattainment areas, and three full-time staff positions in the Headquarters office, are funded and assigned primarily for conformity and air quality planning coordination, including project-level conformity. Headquarters staff members also provides project-level air quality analysis oversight for the project delivery/environmental function and coordination with the Department's operating and facilities organizations. All District offices (12 Districts) have access to environmental engineering and technical planning staff to perform project-level air quality analysis and technical support for conformity consultation.

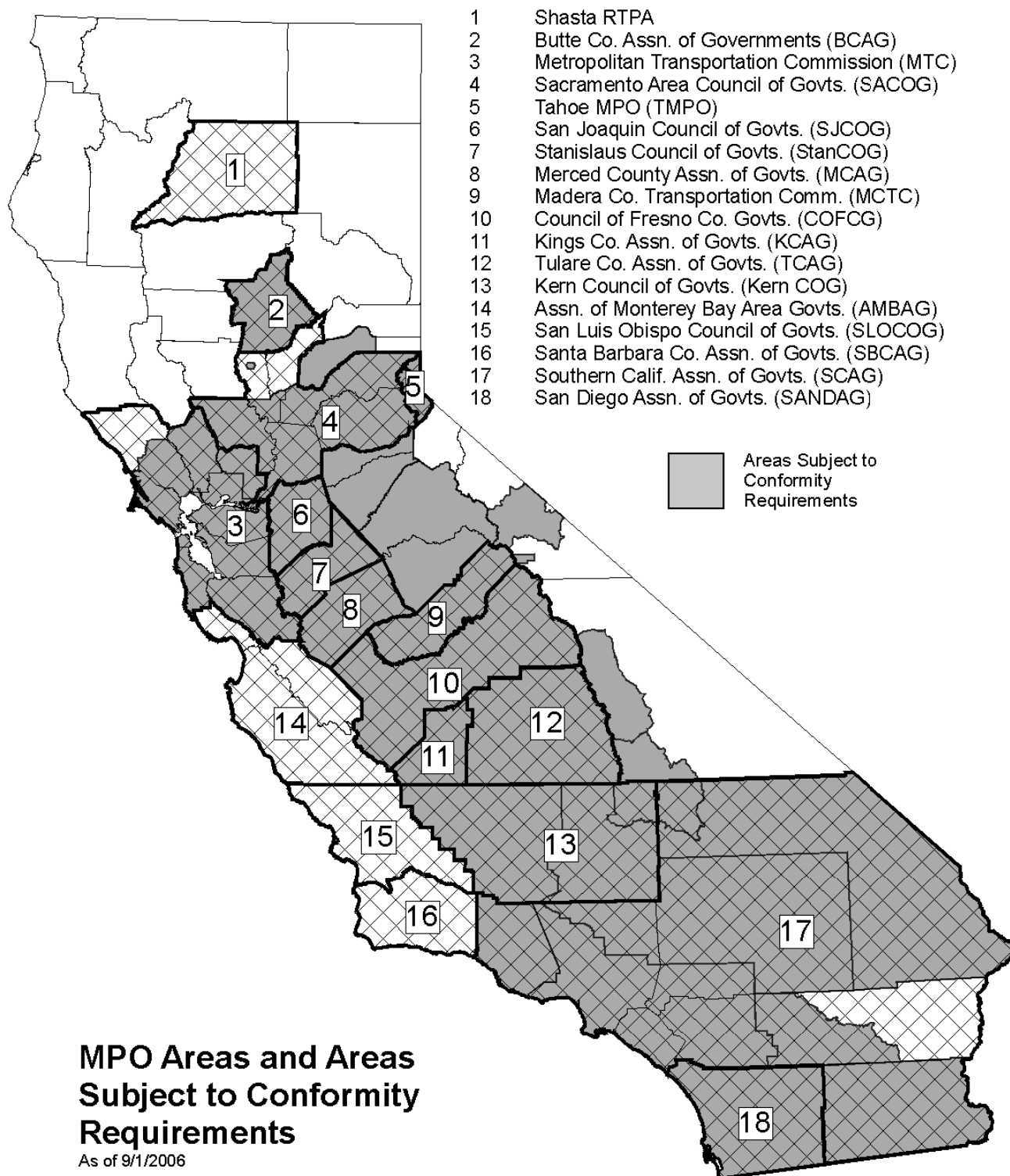
FCAA §174 – SIP/Transportation Planning Coordination

MPOs in nonattainment areas

All MPOs in nonattainment areas participate in air quality planning, and provide air pollution control districts and/or air quality management districts with transportation planning and modeling input to SIP development. Department District offices in major nonattainment areas have staff assigned to participate in Interagency Consultation and air quality planning as state transportation agency representatives.

Rural nonattainment areas

Department District offices, headquarters staff, as required, and regional transportation planning agencies consult and participate with local, state, and federal air quality agencies in SIP development for rural areas. Draft Interagency Consultation Memorandum of Understandings (MOUs) have been prepared for the “isolated rural” ozone areas, but EPA guidance during initial consultation activities has required the MOU provisions be incorporated into air district regulations and “Conformity SIPs”, which have not yet been completed. Existing air district regulations specify the Interagency Consultation process for the Mono/Inyo County PM10 areas. Conformity SIPs have been submitted to EPA for all areas of the state except the new rural eight-hour nonattainment areas (pending in those areas, to be done with or following submittal of eight-hour ozone attainment SIPs), and one area (MTC – San Francisco Bay Area) has an EPA-approved Conformity SIP.



STATEWIDE TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION
(To be submitted with each Statewide Transportation Improvement Program)

The California Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the state and its non-urbanized areas, and is being carried out in accordance with the following requirements:

- I. 49 U.S.C. Section 5323(1) and 23 U.S.C. 135;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (Federal Register, Volume 64, No. 21); (49 CFR Part 26);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation; (49 CFR Parts 27, 37 and 38);
- V. The provision of 49 CFR Part 20 regarding the restrictions on influencing certain activities; and restrictions on lobbying;
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)). (Note – only for states with non-attainment and/or maintenance areas outside metropolitan planning area boundaries.)


Signature

Gregg Albright
Printed Name

Deputy Director, Planning and Modal Programs

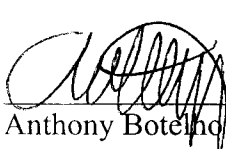
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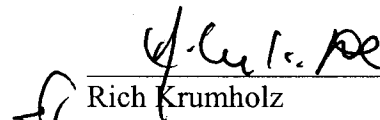
8/6/08
Date

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Association of Monterey Bay Area Governments, the Metropolitan Planning Organization for the Monterey Bay region's urbanized areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(I); as amended by the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users;
2. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
3. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and
4. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


Anthony Botelho
AMBAG President


Rich Krumholz
Caltrans District 5 Director

6-11-2008
Date

6/20/08
Date

APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and **Butte County Association of Governments**, Metropolitan Planning Organization for the **County of Butte** urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



Jon Clark

Executive Director

Date



Caltrans District Approval Signature

Title

Date

APPENDIX A

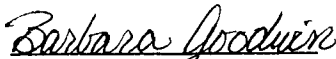
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Council of Fresno County Governments, Metropolitan Planning Organization for the Fresno/Clovis urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).




MPO Authorizing Signature

Executive Director, Fresno COG

Title

May 7, 2008

Date



Caltrans District Approval Signature

Planning Deputy

Title

May 8 2008

Date

APPENDIX A

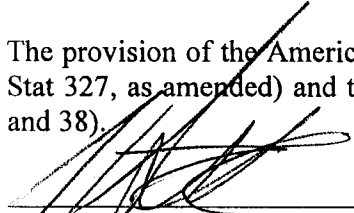
FHWA Metropolitan Transportation Planning Process Certification

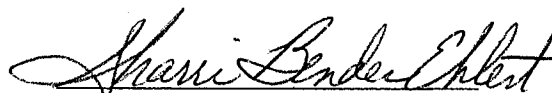
FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Kern Council of Governments, Metropolitan Planning Organization for the Bakersfield urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


 MPO Authorizing Signature
 Executive Director
 Title
 June 19, 2008
 Date


 Caltrans District Approval Signature
 Planning Deputy
 Title
 7/3/2008
 Date

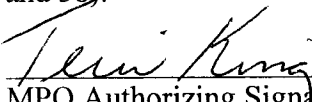
APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification


FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Kings County Association of Governments, Metropolitan Planning Organization for the Kings County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

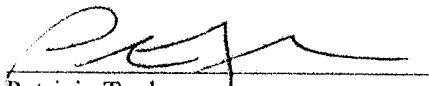

MPO Authorizing Signature
Executive Director
Title
5-28-08
Date


Caltrans District Approval Signature
Planning Deputy
Title
6-13-2008
Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334 and 450.220, and the Transportation Equity Act for the 21st Century, Caltrans and the Madera County Transportation Commission, Metropolitan Planning Organization for the Madera urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

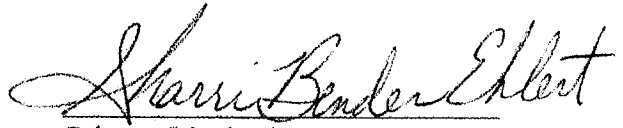
- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Section 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (49 CFR 27, 37 and 38).


Patricia Taylor

Executive Director, MCTC
Title

5/14/08

Date


Caltrans District 6

Chief, District 6, Office of Planning
Title

5/19/2008

Date

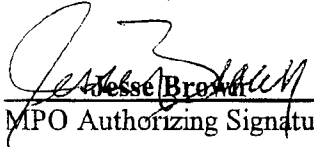
APPENDIX VII

FHWA Metropolitan Transportation Planning Process Certification

(To be submitted annually with each Overall Work Program)

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Merced County Association of Governments, Metropolitan Planning Organization for the Merced County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

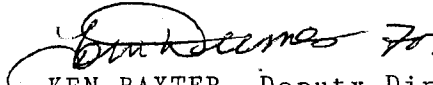
- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature

Executive Director
Title

May 22, 2008
Date



KEN BAXTER, Deputy Director
Caltrans District Director Signature

Planning & Local Assistance
Title

May 28, 2008
Date

APPENDIX A

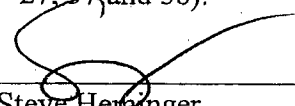
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

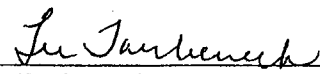
In accordance with 23 CFR 450.334 and 450.220, Caltrans and METROPOLITAN TRANSPORTATION COMMISSION, Metropolitan Planning Organization for the SAN FRANCISCO BAY AREA urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38).


Steve Henninger

Executive Director

Date


Lee Taubeneck

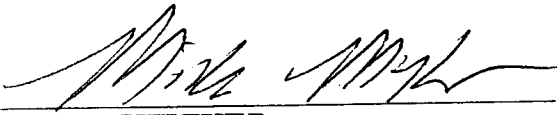
Caltrans Dist. 4
Deputy Director of Planning

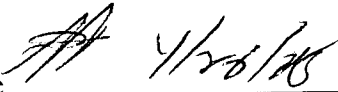
Date


METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION
FISCAL YEAR 2008-2009 OVERALL WORK PROGRAM

In accordance with 23 CFR 450.334 and 450.220, and SAFETEA-LU, Caltrans and the Sacramento Area Council of Governments, designated Metropolitan Planning Organization for the Sacramento Metropolitan Planning Area and the Yuba City-Marysville urbanized areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. Section 5303 through 5306 and 5323(1); as amended by the *Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users*;
- II. Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)];
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the *Transportation Equity Act for the 21st Century* (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects [FR Vol. 64 No. 21, 49 CFR part 26]; and,
- V. The provision of the *Americans with Disabilities Act of 1990* (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38).


MIKE MCKEEVER
Executive Director
Sacramento Area Council of Governments

Date  4/26/08


JODY JONES
Director
Caltrans District 3

Date 5/1/08

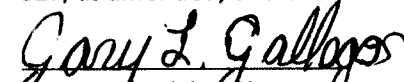
APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and San Diego Association of Governments (SANDAG), Metropolitan Planning Organization for the San Diego urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

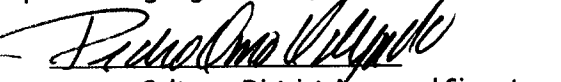
- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


MPO Authorizing Signature
Executive Director

Title

4-28-08

Date


Caltrans District Approval Signature
District Director

Title

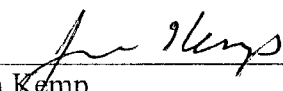
5/16/08

Date

**FHWA
METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION**

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Santa Barbara County Association of Governments, Metropolitan Planning Organization for the Santa Barbara, Santa Maria and Lompoc urbanized areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

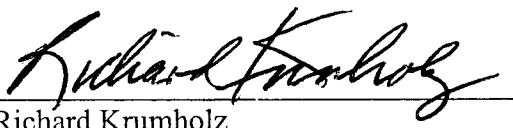
- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101 (b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178, 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (FR Vol. 64 No 21, 49 CFR part 26); and
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



Jim Kemp

Executive Director
Title

4/2/08
Date



Richard Krumholz

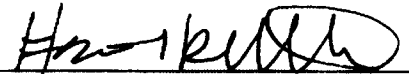
District Director
Title

4/9/08
Date

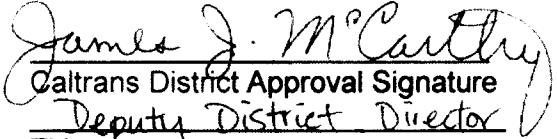
FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Southern California Association of Governments (SCAG, Metropolitan Planning Organization for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature
Executive Director
Title _____
Date 5/1/03



Caltrans District Approval Signature
Deputy District Director
Title _____
Date 6/19/03

APPENDICES

APPENDIX A - FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Shasta County Regional Transportation Planning Agency, Metropolitan Planning Organization for the Shasta County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

Thomas Comniti
MPO Authorizing Signature

RTPA Chair
Title

5-7-08
Date

Kevin Moore for Tim Kuchabay
Caltrans District Approval Signature

DEPUTY DISTRICT DIRECTOR PLANNING
Title *LOCAL ASSISTANCE, DISTRICT 2*

5-21-08
Date

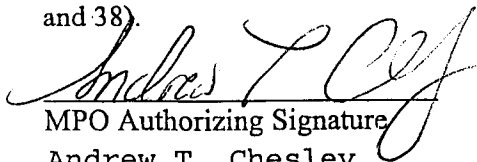
APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

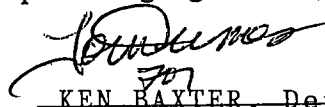
FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and SAN JOAQUIN COUNCIL OF GOVERNMENTS, Metropolitan Planning Organization for the Stockton, Lodi, Manteca, Lathrop urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


MPO Authorizing Signature
Andrew T. Chesley
Title
4/30/08
Date


KEN BAXTER, Deputy Director
Caltrans District Approval Signature
Planning & Local Assistance
Title
May 1, 2008
Date

**APPENDIX A:
FEDERAL CERTIFICATIONS AND ASSURANCES**

FHWA Metropolitan Transportation Planning Process Certification

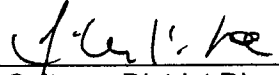
In accordance with 23 CFR 450.334 and 450.220, Caltrans and the San Luis Obispo Council of Governments, Metropolitan Planning Organization for the San Luis Obispo urbanized areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(I); as amended by the Safe, Accountable, Flexible, Efficient Transportation equity Act: A Legacy for Users;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


MPO Authorizing Signature

Executive Director
Title

6/11/08
Date


Caltrans District Director Signature
for Rick Krumholz, District Director

Title

6/23/08
Date

APPENDIX A

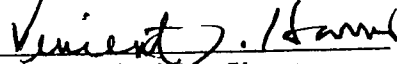
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

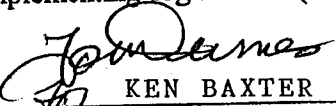
FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Stanislaus Council of Governments, Metropolitan Planning Organization for the Stanislaus urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature
Executive Director
Title
March 31, 2008
Date



KEN BAXTER
Caltrans District Approval Signature
Deputy Director, Planning &
Title Local Assistance
April 30, 2008
Date

APPENDIX A

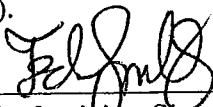
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

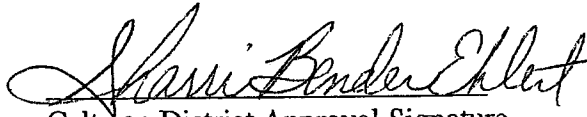
FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and
TULARE COUNTY ASSOCIATION OF GOVERNMENTS, Metropolitan Planning Organization
for the COUNTY OF TULARE urbanized area(s) hereby certify that
the transportation planning process is addressing the major issues in the metropolitan
planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature
Executive Director
Title
5/19/2008
Date



Caltrans District Approval Signature
Planning Deputy
Title
5/19/2008
Date

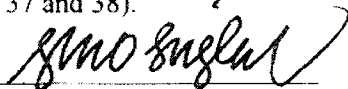
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Tahoe Metropolitan Planning Organization, the Metropolitan Planning Organization for the Lake Tahoe urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


MPO Authorizing Signature

Executive Director _____
Title

May 25, 2007 _____
Date


Caltrans District Director Signature

D-3 Director _____
Title

7/10/08 _____
Date

Part V of the Statewide Planning Self Certification

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Robert O'Loughlin, Acting Chief Office of Financial Programs & Analysis
(name and title of grantee official), hereby certify, on,

behalf of California Department of Transportation that:
(name of grantee)

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this 23rd day of February, 19 90.

By Robert O'Loughlin
(signature of authorized official)
Office of Financial Programs
Acting Chief, And Analysis
(title of authorized official)